

THE ILLUSTRATED LONDON NEWS

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SATURDAY, SEPTEMBER 5, 1914.

With Presentation Plate: Vice-Admiral Sir David Beatty. **SIXPENCE.**

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BRITISH CHIVALRY TOWARDS A DEFEATED ENEMY: RESCUING GERMAN CREWS OFF HELIGOLAND UNDER FIRE.

The official account of the British naval victory off Heligoland said: "The British destroyers exposed themselves to considerable risk in endeavouring to save as many as possible of the drowning German sailors." "It must be admitted," said a Berlin wireless message, "that the British, without stopping to consider their own danger, sent out life-boats in order to save our men." The officer from whose sketch our drawing was made writes: "The sketch represents the sinking of the German destroyer 'V 187,' a new boat, at about 9 a.m. on the 28th. While we were picking up the crew a German cruiser loomed out of the mist and opened fire at us. The first

salvo fell among the boats exactly as depicted, and the destroyers' whalers are seen getting back to their ships as fast as possible. There are two German prisoners with life-belts on in our whaler, the near one. The German went down within a minute, just as we were getting away after hoisting the boats. The German cruiser firing the shots is on the left on the horizon. One of the destroyers was hit twice by the German, luckily without damage." It may be mentioned that on one of the British ships the cork jackets of the German sailors were used by our men as door-mats for wiping their feet on!—[Drawing Copyrighted in the United States and Canada.]

DRAWN BY C. M. PADDY FROM A SKETCH BY A BRITISH OFFICER OF THE FIRST DESTROYER FLOTILLA PRESENT AT THE ACTION.

PARLIAMENT

DURING a week's sittings Parliament, which has adjourned till Wednesday next, when it will prepare for prorogation, passed a considerable number of emergency measures. It also adopted with unanimity a resolution of sympathy with Belgium. This was moved in a speech of remarkable eloquence and dignity by Mr. Asquith, and was supported with deep feeling by Mr. Bonar Law and Mr. John Redmond. The only critical note heard during the week with regard to the origin of the war was raised by Mr. Keir Hardie, whose unsympathetic questions to Sir Edward Grey excited indignation in every quarter and exposed him to the deadly taunt of Mr. Healy, who asked if such questions were put by Socialists in the Reichstag. There was some sharp contention on the Irish question with reference to the position of the Home Rule Bill at the close of the Session; but the Prime Minister clung to the hope that it might be possible to arrive at something in the nature of a settlement. So far as measures arising out of the war were concerned, the occupants of the two Front Benches acted in concord, the Government consulting the leaders of the Opposition, who took part in consultations and in Committee inquiries. Specially notable was the assistance which Mr. Austen Chamberlain gave to the Chancellor of the Exchequer, not only in the devising but also in the explanation and defence of measures. It was announced by Mr. Lloyd George on Monday that the Government had decided to extend the moratorium for at least another month in its present form, but that then they would consider the advisability of limiting the class of debts to which it should extend. The Chancellor declared that the British mercantile marine was sailing freely throughout the world, and said he was confident that with patience our trade would go on booming in a very short time. His cheerfulness, as well as his resourceful measures, have acted as a tonic to the House, and all parties have united in his praise.

OUR SUPPLEMENT.

WITH this issue of "The Illustrated London News" we present a loose photograph plate of Vice-Admiral Sir David Beatty, K.C.B., M.V.O., D.S.O., of the First Battle Cruiser Squadron, from the painting by Philip Alexius Laszlo de Lombos, M.V.O. It will be remembered that the First Battle Cruiser Squadron was engaged under Admiral Beatty in the "fortunate and fruitful" action against the Germans in the Heligoland Bight. Admiral Beatty is the youngest of our Admirals, being only forty-three, and he attained flag rank at the age of thirty-nine in 1910. He served with distinction with the Nile gunboats in 1898, and was severely wounded, and received the D.S.O. during the Boxer Campaign in China in 1900. He married, in 1901, Ethel, only daughter of Marshall Field, of Chicago, and has two sons.

MY AUNT," AT THE VAUDEVILLE.

ONE recommendation the new farce at the Vaudeville has—it comes from our friends, it is of French make. And if, despite the efforts of its English adapters, Mr. Sydney Blow and Mr. Douglas Hoare, there is a spice of naughtiness in its scheme that betrays its Gallic origins, "My Aunt," as they have re-dressed her, is not likely to shock any but our severest sort of puritans. Since its story turns on the endeavours of two young men to free themselves from embarrassing feminine entanglements, and adopting the most improbable means to achieve their aims, the entertainment provided might be more innocent, as it might be more plausible. But so long as its ethics are not too closely examined it will be found amusing enough, though, of course, its plot devices are obvious, and its fun therefore mechanical. Its situations are crowded one upon the other with the requisite show of hurry and bustle, and one feature it can boast of novelty in the shape of an aunt from Exeter, the genial, tolerant, middle-aged Mrs. Martingale, who, as impersonated by Miss Lottie Yenne, brings draughts, as it were, of fresh air into what might seem otherwise rather too heated an atmosphere. The comedienne's spirited acting, backed by the work of Mr. Baskcomb, Miss Yvonne Garricke, and others, should help "My Aunt" to public favour.

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BY G. K. CHESTERTON.

PROFESSOR HARNACK, a Higher Critic, and a very worthy old gentleman no doubt, has been expressing a pained astonishment at England's armed intervention on the side of France and Belgium, instead of that of his own country; for Professor Harnack appears to hang out in the peaceful village of Berlin. I have always had my suspicions that the Higher Criticism was a good deal above itself, and that most of its reputation in scholarship was due to the rich and vast field of the things it hadn't found out. I have no high opinion of the logical methods by which men prove that Jericho could not have been utterly destroyed, because there is none of it left. I am not enraptured with the reasoning which says that Elijah could not have taken a chariot up to heaven, because there is no trace of it on earth. But these things do not greatly affect such religious convictions as I possess. For all they matter to the central truths of Christianity, they may be as they choose: Elijah may go to heaven, and Jericho may go to Jericho. And I willingly admit that I have not a hundredth part of the scholarship necessary to dispute with men like Professor Harnack about texts and documents, especially about the texts and documents which aren't there. I have not even enough learning to discover that a Higher Critic hasn't got any. I will therefore suppose Professor Harnack to be as deep in detailed knowledge as his admirers say he is. But I should still decline to accept his conclusions if his judgment on things that happened long ago is anything like his judgment on the things that are happening before his eyes.

By an extra stretch of that comprehensive breadth of mind which his friends admire, Professor Harnack seems to have said that he could, in a subtle sort of way, understand that a Frenchman would probably fight for France rather than for Fiji. And (with another onward stride of thought) he found himself forced to contemplate the possibility of a Russian fighting for Russia. But with England his imaginative universality failed altogether; and he said in effect that it was impossible to imagine any reason or excuse for our interference. This is what we may call not knowing the world; and it is one of the most damning defects a historian can have. Anyone who knew the world instead of the "Universe" (a place where dons live), could have told him that, over and above the promise to France and the crime of the frontiers, the general sentiment that the Prussian is a bully has been common among educated English people ever since 1870 and before; not so common of course, as it is among Frenchmen; but more common than it is among Russians. And there is something very queer and laughable, by the way, about the German Emperor reproaching us with supporting a backward and barbarous power like the Tsar's; when he himself strenuously supported the Tsar in all the proceedings that could possibly be called backward or barbarous. I do not think it lies in the mouth of William Hohenzollern to reproach us for alliance with a despotism which he did his best to keep despotism.

But the spirit of which Professor Harnack is typical is, even more than that of any War-Lord or Jingo, the intellectual weakness of Prussia. For whether she succeeds or not in war it is certain that she failed utterly in her diplomacy for safeguarding the war. She failed, that is, in every single guess about the human materials involved. She thought Belgium would not resist; and Belgium did resist. She thought she could persuade England not to fight; and her own persuasion was the principal reason why England did fight. She evidently exaggerated both the smallness of Serbia and the slowness of Russia. And all this kind of preliminary mistake works back to the same kind of philosophy, mild and well-meaning as it is, that gives so large an intellectual halo to men like Harnack. It is the same sort of miscalculation about how men behave that can be found in the academic cloisters where such men prove in various ways that the Gospel was not so much good news as gossip. It is the same mistake that is at the bottom of innumerable suggestions that St. Peter's was founded not upon a rock but a cloud. In the same spirit of non-understanding the more peaceful Prussians prove that a "Platonist" Gospel must be far too late

because Plato was much too early. In the same spirit they prove that Mithras and Jesus were very much alike, especially Mithras.

That mistake is the habit of depending on something that does not exist. Thus, I see that many of Mr. Harnack's friends are reproaching England in the German Press for having "betrayed the cause of Teutonism." You or I could not betray the cause of Teutonism, any more than we could murder a Snark, or elope with a Boojum. There is no such thing as the cause of Teutonism; there never has been any such thing, even in our own minds. We have had many reasons for liking Germans and many reasons for disliking them. Many of us could hardly live in a world without their music. Many of us could not live in the same house with their metaphysics. I know more than one Englishman, Mr. Titterton for instance, who would rather live in Munich than in heaven, but who would rather live in hell than Berlin. I can imagine a Bavarian fighting for Germany against France; I can imagine a Bavarian fighting for Bavaria against Prussia; but I cannot imagine any Bavarian fighting for Teutonism, for the simple reason that there is no such thing. The English, unlike the Prussians, probably have some Teutonic blood. So have hundreds of people in North Italy and Spain, to say nothing of France and Belgium. There may be something in the old semi-scientific business about long heads and round heads; but something more than difference is needed before a man will have bullets in his head like plums in a plum pudding. There are, indeed, racial differences which are realities, at least in the sense that they are realities to the eye. In dealing with definite savages we may be allowed to realise that black is not white; and not to look upon the Indian when he is red.

But these feelings, right or wrong, have nothing to do with any racial theories. They are at least experiences; that is, they are shocks. If a clerk in Surbiton obtains permission from his maiden aunt to bring his friend Johnson to dinner, the aunt will need no ethnological training to be surprised when she sees Mr. Jack Johnson enter the room. The clerk may afterwards take out twelve volumes of the Encyclopædia Britannica, and prove that negroes are the nearest to us by blood of all the peoples of this planet. But he will not succeed—at least, not with the aunt. As there is a curious German work written to prove that St. John was a German, there might easily be a German work, equally curious, written to prove that Jack Johnson is a German. There is nothing to be said against these strong curves of constructive theory; except that they are obviously not true. The Prussian professor will expect the Englishman and the German to embrace each other because they are both Teutons. The English professor will expect the English colonel and his Hindoo cook to embrace each other, because they are both Aryans. Neither incident has as yet taken place. The truth is that when there can be no truce to war there can at least be a truce to nonsense; and the first nonsense we ought to throw into the sea at such a time as this is the nonsense about race. The modern English victories were largely won by Highlanders; the mediæval English victories were largely won by Welshmen; and nobody knows whether they were Teutons or not, and nobody cares. There are no Teutons; but there are Englishmen. There are no Celts; but there are Irishmen. And it is important to remember this to-day, even about such loose and convenient terms as that of the Slav. People talk about Pan-Slavism and Pan-Germanism, but people do not mean it. Supposing half a hundred Europeans were turned loose in a restaurant: I doubt if even a Pan-Slavist could pick out the Slavs. Supposing the Teutonist saw a crowd of men from Manchester, Brussels, Milan, Barcelona, Brixton, Berlin, Bangor, and Budapest, do you think he could pick out a Teuton among them, as he could certainly pick out a Chinaman or a nigger? I doubt it. I have seen as dark men in Frankfurt as I have seen fair men in Florence: I do not think there is any such animal as the Teuton. But there is certainly such an animal as the Prussian. And I cannot conceive any system of natural history under which he is anything but a wild animal, to be hunted until he is slain.

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THE HELIGOLAND SEA-FIGHT: FROM A SKETCH BY A BRITISH OFFICER.

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY A BRITISH NAVAL OFFICER PRESENT AT THE ACTION.



"THE BATTLE-CRUISER SQUADRON MOST OPPORTUNELY ARRIVED": THE DECISIVE MOMENT IN THE NAVAL ACTION OFF HELIGOLAND.

The First Battle-Cruiser Squadron, under Vice-Admiral Sir David Beatty, took an important and decisive part in the naval engagement in the Bight of Heligoland on August 28, in which three German cruisers and two destroyers were sunk. The official report of the action, after describing how the British light cruisers and destroyers had engaged the enemy, said: "In these encounters the 'Arethusa's' speed was reduced to ten knots and many of her guns were disabled, and at one o'clock she was about to be attacked by two other cruisers of the German town class when the Battle-Cruiser Squadron most

opportunistically arrived, and pursued and sank these new antagonists." The big ships coming into action looked very fine as they disappeared into the mist, firing heavily. The First Battle-Cruiser Squadron consists of the "Lion" (Vice-Admiral Beatty's flag-ship), the "Queen Mary," the "Princess Royal," the "New Zealand," and the "Invincible" (flag-ship of Rear-Admiral A. G. H. Moore). The drawing may be accepted as absolutely authentic, since it was made from a sketch by an officer in the action, who, however, does not wish his name to be mentioned.—[Drawing Copyrighted in the United States and Canada.]

FROM A SKETCH BY AN OFFICER PRESENT: THE DESTROYER FLOTILLA TORPEDOING A GERMAN CRUISER OFF HELIGOLAND.

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY A BRITISH NAVAL OFFICER PRESENT AT THE ACTION.



"THE DESTROYERS THEMSELVES DID NOT HESITATE TO ENGAGE THE ENEMY'S CRUISERS BOTH WITH GUNS AND TORPEDOES": THE HELIGOLAND SEA - FIGHT WHICH LOST GERMANY FIVE SHIPS.

A vivid account of the sea-fight off Heligoland was given to our artist by the British officer from whose sketch the drawing was made. This officer, as mentioned above, was present at the action, and the drawing may therefore be taken as representing what an eye-witness saw. A four-funnelled German cruiser, he said, appeared out of the mist on the starboard hand of the British destroyer flotilla, and a signal was made to fire torpedoes. The cruiser, on seeing that torpedoes were being used, headed straight towards them, no doubt in order to offer a smaller target, but, finding herself nearing the flotilla and subjected to a very heavy fire, she turned and ran. At this moment two loud detonations were heard, and a tremendous flash was seen on her port quarter. What happened to her was not known, as shortly afterwards the Battle-Cruiser Squadron came up, and the destroyers were ordered to retire. In the official account of

the action it was said: "The superior gun-power and strength of the British destroyers ship for ship was conclusively demonstrated. The destroyers themselves did not hesitate to engage the enemy's cruisers both with guns and torpedoes with hardihood, and two of them—the 'Laurel' and 'Liberty'—got knocked about in the process." The action resulted in the sinking of three German cruisers and two destroyers, without the loss of a British ship. The humanity shown by the British towards drowning German sailors was acknowledged in an official German wireless message received by the Marconi Company, in which it was said: "It must be admitted that the British, without stopping to consider their own danger, sent out life-boats in order to save our men." The German cruiser is seen on the left in the picture.—[Drawing Copyrighted in the United States and Canada.]



THE GREAT WAR.

By CHARLES LOWE.



BEFORE Lord Wolseley left London for Egypt in 1882 he unrolled a map and, pointing to a villa called Tel-el-Kebir, said that he would attack and beat Arabi Pasha there on Sept. 13—which happened to be the anniversary of our capture of Quebec, one of the greatest night engagements in all our history—and he kept his word. Similarly, before setting out to assume command of our Expeditionary Force in France, Sir John French remarked to a friend that he must try to possess his soul in patience for a little while, seeing that nothing decisive was likely to happen before August 25 or 26; and sure enough the latter date proved to be the most desperate of the four-days' battle in the region of Mons.

Even if it had decided nothing else, this colossal combat proved that our soldiers show no tendency whatever to degenerate, and that, in fact, they are the worthy descendants of the men whose heroism against overwhelming odds—especially at Albuera—forms the subject of one of Napier's most glowing passages: "Nothing could stop that astonishing infantry. No sudden burst of undisciplined valour, no nervous enthusiasm weakened the stability of their order; their flashing eyes were bent on the dark columns on their front, their measured tread shook the ground, their dreadful volleys swept away the head of every formation, their deafening shouts overpowered the dissonant cries that broke from all parts of the tumultuous crowd as, slowly, and with horrid carnage, it was pushed by the incessant vigour of the attack to the farthest edge of the hill . . . and 1800 unwounded men, the remnant of 6000 unconquerable British soldiers, stood triumphant on the hill."

Altogether, our soldiers have brilliantly well borne the brunt of battle with troops of their own Teutonic race and temperament, whom they have thus confronted for the first time in history—troops with the prestige of great national achievement behind them, whose virtues have been trumpeted into every ear as

'respect of numbers; while even when disparity of this kind has been against us, as it was in the four-days' fighting round Mons, we held our own, and in most cases gave rather better than we got.

Thus another bubble has been pricked—the belief that a German soldier must naturally be better than a British one; whereas, in point of fact, it is demonstrable that "Tommy Atkins" must be a better fighting man than "Hans Wurst" who has only two years of service with the colours, while "Tommy" puts in seven; and, while not inferior in physique—taking him all round—is vastly the superior of his German opponent in adaptability and initiative. While "Hans" is content to be an automaton—asking no questions of anyone, even of Köpenick "Captains"—"Tommy" is an individual; and, moreover, in a good many cases he has a strain of Celtic blood in his composition, denied to the Teuton, which enhances his value as a fighting man. The Teuton may be dogged, but he is little gifted with dash, and "Tommy" enjoys a combination of both qualities.

By this time the Germans in the field—for the German public continue to be but poorly informed as to what is happening at the front—must have formed an opinion of British troops very different from what they have hitherto professed to believe—that our Army was quite a "negligible quantity," and could be swept away like chaff. It was always sneered at as a mere army of "mercenaries" (who are men that accept the pay of a State other than their own, so that the description does not apply to us) that could be simply eaten up by the Kaiser's legions (if they could only get at it); so that the Germans are now even more indignant with us than they were with little Belgium for daring to come between them and their object. They take precious good care to keep out of the way of our battle-ships—shrinking to the furthest recesses of their harbour-holes, and watching with ever-increasing trepidation the pink-like eyes of our destroyer-ferrets peering in on them and waiting for their time.

But as for our Army—pooh! a mere mercenary rabble such as was in the mind of Bismarck when he remarked at one of his Parliamentary "beer-evenings" that, if 60,000 British troops were to land in Schleswig-Holstein, he would have them all arrested by the Prussian police. That is the spirit which still animates the Junker officers of the Kaiser, and even his Majesty himself (who ought to know better) is said to have issued the following order from his headquarters at Aix-la-Chapelle: "It is my Royal and Imperial command that you concentrate your energies, for the immediate present, upon one single purpose, and that is, that you address all your skill and all the valour of my soldiers to exterminate, first, the treacherous English; walk over French's contemptible little army."

I found this in a leading provincial daily, to which it had been contributed by its military correspondent, a well-known officer, who said he had received it from the Military Attaché of one of the Allied Powers. Nevertheless, it may be an invention, though quite consistent with the Emperor's message to our Ambassador at Berlin, divesting himself of all his British titles; but I am certain, at least, that if the order in question was not conveyed by the Kaiser, it expresses his thoughts as correctly as if he had written or dictated it himself. It also expresses the thoughts of the entire German people, who are in a white-heat of savage fury with us for having taken the side of Belgium and the Dual Alliance.

The *Cologne Gazette* admits that the German people have been taking a more especial interest in the area of the war where the mercenary little British Army is masquerading as a body of serious soldiers, seeing that the consuming desire of that bloodthirsty people is to see this contemptible array of traitors to the

cause of truth and civilisation crumpled up and its broken remnants distributed among the casemates of German fortresses. The journal in question even refers to this object as having been partially accomplished, since it alludes to the peculiar satisfaction felt in Germany "at the defeat of the English, not because anybody had regarded the English Army as being in the very slightest degree a dangerous opponent, but because people saw in the speedy and annihilating blow inflicted upon the English Army the quick and proper answer to the treacherous and deceitful policy of the English Government."

The word "annihilation" seems singularly out of place when applied to a force of only one of our Cavalry Brigades and three of our Infantry Divisions less one



TAKEN PRISONER IN THE HELIGOLAND ACTION, AND AFTERWARDS OFFICIALLY "REPORTED" TO GERMANY: SENIOR LIEUTENANT VON TIRPITZ.

Senior Lieutenant von Tirpitz, son of Grand Admiral von Tirpitz, Secretary of State for the Imperial German Navy, was an officer of the German cruiser "Mainz," sunk in the action off Heligoland. Mr. Winston Churchill afterwards telegraphed to the American Ambassador at Berlin asking him to tell Grand Admiral von Tirpitz that his son was saved and unwounded.

Photograph by Ball.



HAVOC WROUGHT BY THE GERMANS IN LIÈGE: WRECKED HOUSES IN THE PLACE DE L'UNIVERSITÉ, AND GERMAN SOLDIERS LOOKING PROUD OF THEIR PERFORMANCE.

Photographs such as this show that the town of Liège, as well as the forts, suffered severely from the German bombardment.—[Photograph by C.N.]

belonging to the mightiest military nation in Europe, and as carrying with them the halo of invincibility. But what is the outcome of our first conflict with these redoubtable legions of the German Emperor? Why, that they are only superior to ours in

brigade—or, say an aggregate of 9 squadrons and 32 battalions—of which the total loss for several days' desperate fighting, according to Sir John French's official return, was only just over 5000 killed, wounded, and missing.

As usual in all our battles, the casualties among our officers were relatively very high—36 of them having been killed in comparison with only 127 of other ranks—a proof that the leaders of our men are just as distinguished as ever for their spirit of daring and self-sacrifice.

It would be interesting to compare our casualties for the same action with those of the Germans on one hand, and of the French on the other; but somehow the public mind has begun to suffer from a certain sense of disappointment at the fog of mystery which enshrouds the achievements of our Allies; while as for the Belgians, it is to be assumed that they do not yet deem the time ripe for making a dash out of Antwerp and harassing their invaders on their lines of communication.

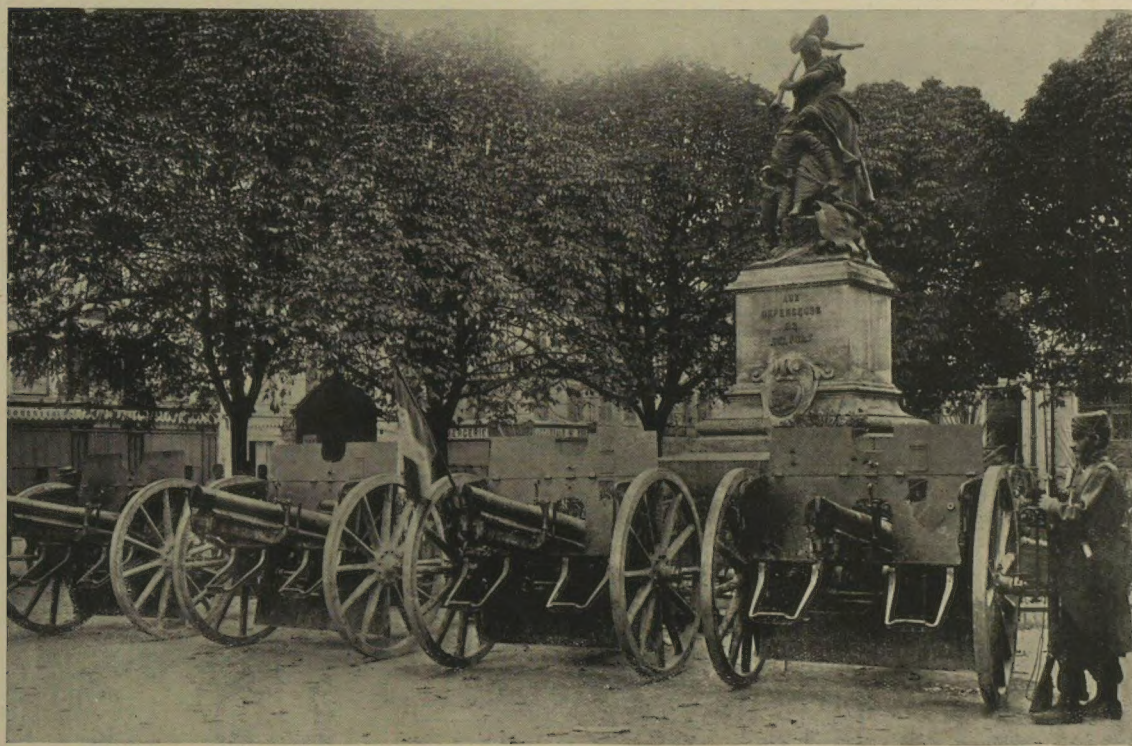
Otherwise, Serbia has subsided into silence; Austria does not seem to be making much headway against her Russian assailants; while in East Prussia the Russian steam-roller is preparing to resume its forward movement.

TWO-EDGED! GERMANS IN LIÉGE: GERMAN GUNS IN BELFORT.

PHOTOGRAPHS BY C.N. AND S. AND G.



DAMAGE WROUGHT BY THE INVADERS IN GALLANT LIÉGE, "KNIGHT OF THE LEGION OF HONOUR": WRECKED BUILDINGS IN THE PLACE DE L'UNIVERSITÉ, WHICH LEADS TO THE BANKS OF THE MEUSE.



WON BACK FROM GERMANY IN THE "LOST PROVINCES": CAPTURED GERMAN GUNS DISPLAYED IN BELFORT BEFORE THE MONUMENT TO THE GARRISON OF 1870.

The first illustration shows German soldiers of the troops in occupation of Liège while the heavy siege-guns for the regular shelling of the forts were on their way, amid the ruins of the devastated houses of the city. The houses of the heroic city suffered fearfully during the bombardment of the forts. Part of Liège was set on fire, and, according to some accounts, bombs were dropped in the streets by a German Zeppelin. In the second illustration are seen some of the German field-guns taken in the earlier fighting in

Alsace, the success of which aroused great popular excitement in Paris, and led to the public stripping-off of the mourning drapery from the Strassburg statue. Some of the guns taken were conveyed to Belfort and ranged in front of d'Antonin Mercié's monument to the garrison who so heroically held out in 1870, and only surrendered by order of the French Government in Paris, with the honours of war, on February 16, 1871. The defence of Belfort is one of France's proudest memories.

A FORERUNNER OF THE HELIGOLAND VICTORS: "A DESTROYER IN ACTION."

FROM THE PAINTING BY THE LATE CHEVALIER MARTINO; BY COURTESY OF ITS OWNER, SIR GEORGE ARMSTRONG, BT.



"The strength of twice three thousand horse
That serve the one command;
The hand that heaves the headlong force,
The hate that backs the hand;
The doom-bolt in the darkness freed,
The mine that splits the main;
The white-hot wake, the 'wilderling speed—
The Choosers of the Slain!"

FROM "DESTROYERS," BY RUDYARD KIPLING.

IN THE EARLY DAYS OF THE CRAFT: A DESTROYER DOING THE SPECIAL WORK FOR WHICH IT WAS FIRST DESIGNED.

The torpedo-boat-destroyer, or the "destroyer," as it is generally called, was, as its name implies, primarily designed for the destruction of the torpedo-boat. The destroyer shown in this picture by the well-known marine painter, the late Chevalier Martino, is one of the earlier type—an ancestor, as it were, of those which form the wonderful flotillas of

to-day. It is interesting to compare the modern destroyer with the vessel here illustrated. Destroyers, it will be recalled, took a leading part in the recent naval action off Heligoland, and on a double-page in this issue we give a drawing, based on a sketch by an officer present, showing British destroyers torpedoing a German cruiser.

"FORTUNATE AND FRUITFUL" OPERATIONS: BRITISH SUCCESSES AT SEA.

PHOTOGRAPHS BY ELLIOTT AND FRY, TOPICAL, RUSSELL, CRIBB, MAULL AND FOX.



REAR-ADMIRAL A. G. H. W. MOORE.



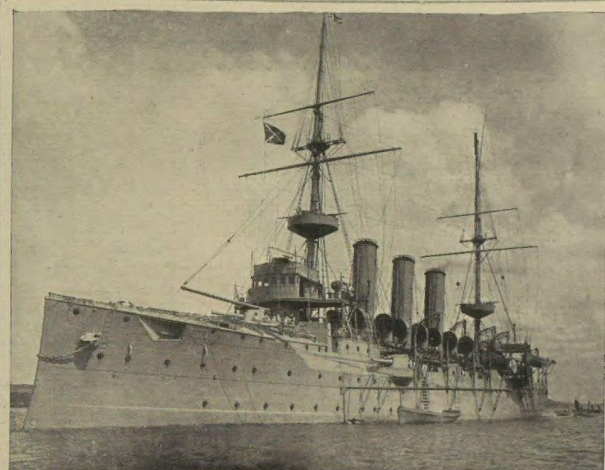
THE SCENE OF THE BATTLE: HELIGOLAND.



COMMODORE R. Y. TYRWHITT.



THE GERMAN COMMERCE-RAIDER SUNK OFF WEST AFRICA:
THE "KAISER WILHELM DER GROSSE."



THE BRITISH CRUISER WHICH SANK THE "KAISER WILHELM DER GROSSE":
H.M.S. "HIGHFLYER."



COMMODORE R. J. B. KEYES.



CAPTAIN H. T. BULLER.



COMMODORE W. E. GOODENOUGH.



REAR-ADMIRAL A. H. CHRISTIAN.

Of the officers whose portraits are given above, Rear-Admiral Moore is in command of the "Invincible," in the First Battle-Cruiser Squadron, which Sir David Beatty brought up just in time to decide the battle in Heligoland Bight. Commander R. Y. Tyrwhitt, another leader in the action, headed the opening attack in charge of the destroyer flotilla, himself on board the light armoured cruiser "Arethusa." Commodore Keyes was in command of the submarine flotilla in the action. Commodore Goodenough was in

command of the Light Cruiser Squadron, some of whom were in the hottest of the fighting throughout. Rear-Admiral Christian was another of the flag-officers in command off Heligoland, and was also specially named in the official statement. Captain H. T. Buller had his part recently, as Captain of the "Highflyer," in skilfully tracking down and bringing to action the German commerce-raider "Kaiser Wilhelm der Grosse," to whose depredations he put a final stop by sinking her off West Africa.

THE GREAT WAR: REFLECTIONS OF THE "WORLD-FIGHT"—AT AND NEAR THE FRONT; IN CANADA; AND AT HOME

PHOTOGRAPHS BY BIEBER, TOPICAL, ILLUSTRATIONS BUREAU, AFAYETTE, C.N., RECORD PRESS, AND PHOTOPRESS.



GERMAN MILITARY GOVERNOR IN BELGIUM:
GENERAL VON DER GOLTZ.



SHORT SHRIFT FOR SPIES IN CANADA: REMOVING THE BODY
OF A SUSPECT SHOT BY A SENTRY AT MONTREAL.



AMERICAN VOLUNTEERS TO FIGHT FOR FRANCE: THEIR WAY
AND STRIPES BORNE THROUGH PARIS BY MEN ON
TO ENLIST.



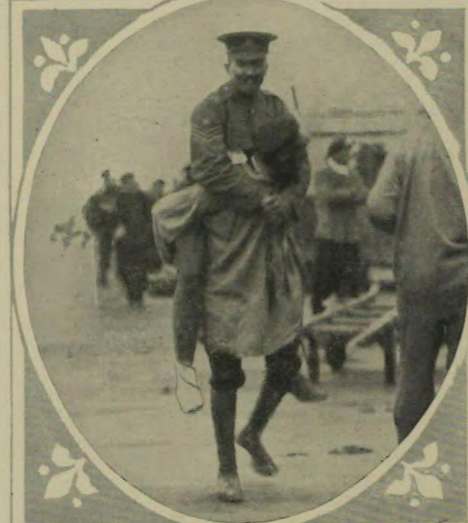
GERMAN PRISONERS IN THE HARDY COUNTRY: ON THE WAY UNDER
ARMED ESCORT TO THE CONCENTRATION CAMP AT DORCHESTER.



THE BRITISH COMMANDER AGAINST TOGOLAND:
TEMPORARY LIEUT.-COLONEL F. C. BRYANT.



SMILING, THOUGH WOUNDED: A HIGHLANDER
CARRIED BY AN S.E. AND C.R. PORTER.



SMILING, THOUGH WOUNDED: A SERGEANT OF A BRITISH
CAVALRY REGIMENT CARRIED PICK-A-BACK.



A MORE SERIOUS CASE: A MOTOR-CAR CONTAINING
WOUNDED SOLDIER ON THE QUAY AT BOULOGNE.



HELPING A WOUNDED MAN ALONG: BRITISH
SOLDIERS AT HAVRE.



DISABLED BY GERMAN BULLETS: A WOUNDED
BRITISH OFFICER AT FOLKESTONE.



IN THE TOWN NEAR WHICH GUR
MEN FOUGHT: A CHURCH IN MONS.



"SOLDIER AND SAILOR TOO": BRITISH ROYAL MARINES HAILED BY THE PEOPLE OF OSTEND AS THEY MARCHED
THROUGH THE TOWN.



WITH THE BRITISH AIR-SHIP "ASTRA TORRES" HOVERING OVER THE TOWN: OSTEND SANDS AND BATHING CABINS
AS A CAMP FOR REFUGEES, AND CHILDREN DIGGING CASTLES.



THE PRINCIPAL PUBLIC BUILDING
IN MONS: THE HOTEL DE VILLE.

There has been considerable comment in the Press regarding the leniency shown by the authorities to German spies in this country, as compared with the treatment they receive elsewhere. In the Colonies even, spies are dealt with more summarily, to judge by the scene shown in our second photograph. At the military headquarters in Montreal a German insulted the guard at the Drill Hall, and when he was about to be arrested drew a revolver, whereupon he was immediately shot dead by the sentry. In the photograph some members of the Army Medical Corps are seen removing the body.—With regard to photograph No. 5, it may be mentioned that Captain F. C. Bryant was the senior British officer at the Gold Coast Station at the beginning of the war, and it fell to him to conduct the operations against German Togoland, taking the rank of Temporary Lieutenant-Colonel. He crossed the

border on August 7 with a small detachment of the Gold Coast Regiment, in motor-cars, and entered Lome, from which the Germans had retired on Kamina, some 100 miles inland, where was their wireless-telegraph station. At Lome the British were joined by a small French force from Dahomey, and the allies advanced together. After some fighting, in which Lieutenant G. M. Thompson was killed, the Germans surrendered unconditionally.—The first battle of the British army in France against the Germans was fought near Mons. The first British wounded were brought home to this country by the Boulogne boat to Folkestone on August 27. Others have arrived since. On the 27th a strong force of British Marines was landed at Ostend, and they were received with enthusiasm by the inhabitants.

MODERN NAVAL WARFARE: IV.—DEVELOPMENT OF THE TORPEDO.

THE GUN'S RIVAL WEAPON. BY A NAVAL EXPERT.

THE torpedo is the unknown factor in modern naval warfare. It may be said to be of three kinds, represented by (1) the automobile torpedo, which can be discharged by all classes of vessels, from battle-ships to submarines; (2) the stationary floating-mine, the effect of which has already been illustrated in this war by the destruction of the *Amphion* and an Austrian liner and torpedo-boat; and (3) the aerial bomb, which can be thrown from aloft or propelled from the ground by a special tube apparatus. Each of these three classes may be again subdivided. All three have been tried in the present war, the two former in the naval sphere of action, and the last-named on shore. The aerial bomb, however, can be used against ships, and possibly may be; but as to this, time will show.

The contact-mine is the oldest form of torpedo. The Dutch employed "explosion vessels," as they called them, which burst when they touched an enemy's ship, as long ago as the siege of Antwerp in 1585. There are two main types of mines, of which the first may be said to have a defensive character. It is controlled from the shore by electrical means, and is, therefore, chiefly suited to the defence of harbours and coasts. Practically all maritime Powers make use of this form of defence for their ports, including neutrals. It has been stated that the Scandinavian Powers, for example, have mined their naval and commercial ports and adjacent channels to keep out belligerents.

In another class are the mines which, although they, too, only act as a passive obstruction to ships, have more of an offensive quality. These are the mines which can be dropped overboard and left to explode automatically on contact. The object of a sea-commander to force his opponent over an area which has previously been skilfully mined is one which may result in the opponent's fleet being considerably weakened. In the past, however, mines have proved almost as dangerous to those using them as to their enemies. At least two Russian vessels were sunk by their own mines during the war in the Far East. Drifting mines are not permitted by international law, but it often happens that dropped mines become unanchored and are thus carried out of their original position. After being launched, a simple device allows the anchor to drag the mine to a pre-arranged depth beneath the surface. Another device regulates the period of flotation, so that if a mine does not achieve its object in a given time it is automatically flooded and sinks, or rises to the surface. This should prevent it being dangerous to neutrals.

The development of mines has brought special classes of vessels into existence for dealing with them. Most navies have their own mine-layers, in which the ships' sterns are usually cut away to facilitate dropping the machines into the sea. In the British Navy, the ex-cruisers of the *Apollo* type fulfil this function. But almost any kind of ship can be fitted for sowing mines—even liners, as was shown by the exploit of the *Königin Luise*, one of the Hamburg-Amerika steam-ships. Submarines have also been built which are equipped for running a line of mines. The Russians have such a vessel in the *Krab*, which is stationed in the Black Sea. Then there are mine-sweepers, which work by means of a trawl or net passed underneath the mines. Originally, mines were both laid and swept by the small oared or steam-driven boats carried by war-ships, but these were not suitable for ocean-going work. About five years ago, the British Navy purchased

a group of North Sea trawlers, and began the creation of a branch of the Royal Naval Reserve, composed of fishermen, whose duty it is to precede the battle fleet to sea and clear its path of any hostile mines. The master of each trawler has the rank of "skipper, R.N.R.," and according to the last issue of the "Navy List," there were 111 of these officers. Probably the number has been extended since the war began.

Aerial bombs are the newest forms of torpedo, and have attracted more attention from naval men since the successful development of air-craft. Their value is, however, very uncertain and problematical,



THE MEN NOW HOLDING BACK THE GERMAN FLEET:
A TORPEDO CLASS UNDER INSTRUCTION.

A class of seamen on board the torpedo school-ship "Actæon" at Sheerness being instructed in the mechanism of the compressed-air engines which propel automobile torpedoes under water are seen here. Torpedo school-ships are stationed at each of our naval ports.

Photograph by Clarke and Hyde.

and it does not seem likely that they will play a very large part in the present campaigns. Some extravagant claims have been made for a certain type of gun-boat supposed to be fitted with one huge gun for hurling aerial bombs through the air. Further

about fifty years old. As we know it to-day, the torpedo was invented by Captain Luppis, an Austrian naval officer. He offered it to his Government, but it was then thought too crude and unworkable. Mr. Robert Whitehead, however, the able manager of an engine factory at Fiume, lent his mechanical genius to the invention, and so quickly was it developed that in 1869 it was reported on satisfactorily by British naval officers. At this date, the charge only amounted to 67 lb. of gun-cotton, and the range was 1000 yards. Now the torpedo carries a charge of 330 lb. or more, and can maintain a speed of 27 knots for 8000 yards, while an effective range of 9800 yards, or nearly six miles, has been spoken of by an eminent naval architect.

The nature of a torpedo is probably well known to most people; but they may be reminded that it is cigar-shaped, with a length of perhaps 28 feet, and is divided into six principal parts. There is (1) the war head, containing the explosive charge, which is ignited by means of a detonator on striking the object aimed at. To avoid premature detonation, such as might be caused by striking floating wreckage, there is an ingenious fan which has to unscrew itself as the torpedo goes along before ignition takes place. Behind the war head is (2) the air-chamber, containing the motive-power of compressed air, and also, in the later models, the super-heating device which increases speed and efficiency. Then there are (3) the balance-chamber, for adjusting the depth at which the weapon runs; (4) the engine-room, with the propelling machinery; (5) the buoyancy-chamber, with the tubes through which pass the propeller-shafting and the diving-rod for working the horizontal rudders; and (6) the tail and propellers. This brief outline of its interior, and the fact that it costs over £500, gives some idea of the skill and energy which goes to the making of a single torpedo.

The craft which specially use the torpedo are destroyers, for protecting the battle fleet and beating off torpedo-attack by the enemy; and submarines, about which more will be said in a later article. But every fighting ship is now fitted to discharge torpedoes, some of the armoured vessels having no fewer than eight tubes for the purpose. As with the large guns, so with the smaller weapons for defence against torpedo craft. These craft have grown in size and power, necessitating an advance in the guns for dealing with them. The *Dreadnought*, like earlier ships, carried 12-pounder guns for this purpose—two dozen of them—placed as far apart as possible, some on top of the larger gun-turrets, others on the super-structure, and others, again, in the stern. At that time the destroyers of most of the other Powers only carried small guns up to 12-pounders, the German boats having only 4-pounders. Now foreign destroyers mount guns up to 4-inch calibre. To meet this menace, not only has the torpedo defence battery developed from one composed of 12-pounders to one of 4-inch guns, and finally of 6-inch guns, but the plan of scattering them about the ship has been abandoned, and they are arranged instead in a kind of citadel behind armour. The *Iron Duke*, Sir John Jellicoe's flag-ship, was the first British vessel to have 6-inch guns for repelling hostile torpedo attack. Night defence in the Navy has for some time



FOR DEFENDING THE APPROACHES TO A NAVAL PORT:
THE EXPLOSION OF A 100-LB. "OBSERVATION" MINE.

The waterways at the entrance of our naval harbours are sown with mines, either singly or in groups. They extend over certain areas and are connected by submarine electric cables with observation-stations on shore, where officers keep watch ready to explode the mines by the touch of a button under any hostile vessel crossing the mine-field.—[Photographs by Cribb.]



FOR DEFENDING THE APPROACHES TO A NAVAL PORT:
PART OF A MINE-FIELD EXPLODED BY ELECTRICITY.

reference will be made to this matter in a later article dealing with aerial attack.

Coming now to the automobile torpedo itself, it must be pointed out that it has a long history behind it, although as a practical weapon of offence it is only

been an important item in its war training, and with the aid of the improved searchlights now in use throughout the fleet it is probably true that the battle-ships and cruisers are now as well prepared for torpedo attack at night as in the daylight.

FIGHTER OF A BRILLIANT ACTION WITH GERMAN CAVALRY.

FROM THE PAINTING BY JOHN ST. HELIER LONDON.



COMMANDER OF THE 5TH BRITISH CAVALRY BRIGADE AT THE FRONT: GENERAL SIR PHILIP
W. CHETWODE, BR., D.S.O.

in the course of his most important statement on Sunday, August 30, Lord Kitchener said: "Sir John French also reports that on August 28 the 5th British Cavalry Brigade, under General Chetwode, fought a brilliant action with the German cavalry, in the course of which the 12th Lancers and Royal Scots Greys routed the enemy and speared large numbers in flight." Colonel (temporary Brigadier-General) Sir Philip Walhouse

Chetwode, Bt., D.S.O., late of the 19th Hussars, was formerly Assistant Military Secretary to Sir John French. He served in the Chin Hills Expedition, Burmah, 1892-3 (medal and clasp); and in the South African War, 1899-1902 (despatches, D.S.O., Queen's medal with four clasps, and King's medal with two clasps). He was born in September 1869, and succeeded to the title, as seventh Baronet, in 1905.

AS SEEN FROM THE BRITISH DESTROYER FLOTILLA: THE

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY A



AN INCIDENT OF THE FIRST IMPORTANT ANGLO-GERMAN SEA-FIGHT—A "FORTUNATE
THE BRITISH LIGHT

In the first official account of the British naval victory off Heligoland on August 28 it was stated: "Two German destroyers were sunk and many damaged. The enemy's cruisers were engaged by the British cruisers and battle-cruisers. The First Light Cruiser Squadron sank the 'Mainz,' receiving only slight damage. The First Battle-Cruiser Squadron sank one cruiser, K ln class, and another cruiser disappeared in the mist, heavily on fire and in a sinking condition." A later statement issued by the Press Bureau regarding the action said: "The light armoured cruiser 'Arethusa,' and not the 'Amethyst,' as previously stated, played the principal part. . . . The principle of the operation was a scooping movement by a strong force of destroyers, headed by the 'Arethusa,' to cut the German light craft from home and engage them at leisure in the open sea. The 'Arethusa,' leading the line of

SINKING OF THE "MAINZ"—FROM A NAVAL OFFICER'S SKETCH.

BRITISH NAVAL OFFICER WHO TOOK PART IN THE ACTION.



AND FRUITFUL" OPERATION: THE GERMAN CRUISER "MAINZ" GOES DOWN BEFORE
CRUISER SQUADRON.

destroyers, was first attacked by two German cruisers . . . one of which she seriously injured with her 6-inch guns. . . . Intercepted German signals and other information from German sources confirm the report of Vice-Admiral Beatty as to the sinking of the third German cruiser." The officer who gave Mr. Norman Wilkinson the sketch from which the above drawing was made said that when the decks were almost awash the "Mainz" was still firing the only gun left not out of action. This was on the quarter-deck, and all observers agreed she was splendidly fought. On the right of the picture is the Light Cruiser Squadron steaming across her bow and firing. These ships eventually came down and took off her survivors. Only her fore funnel and masts were left standing, and black columns of smoke came up from amidships.—[Drawing Copyrighted in the United States and Canada.]



DAWN IN THE BRITISH TRENCHES.

Lord Kitchener, as Secretary of State for War, issued on Sunday, August 30, a statement in which he said: "The troops offered a superb and most stubborn resistance to the tremendous odds with which they were confronted, and at length extricated themselves in good order, though with serious losses and under the heaviest artillery fire. No guns were taken by the enemy except those the horses of which were all killed, or which were shattered by high-explosive shells. . . . Since August 26, apart from cavalry fighting, the British army has not been molested. It has rested and re-fitted after its exertions and glorious achievements. Reinforcements

amounting to double the loss sustained have already joined. Every gun has been replaced, and the Army is now ready to take part in the next great encounter with undiminished strength and undaunted spirit. . . . The strategic position of ourselves and our Allies is such that, whereas a decisive victory to our arms in France would probably be fatal to the enemy, the continuance of resistance by the Anglo-French armies upon such a scale as to keep in the closest grip the enemy's best troops can, if prolonged, lead only to one conclusion."—[Drawing Copyrighted in the United States and Canada.]

FROM THE PICTURE BY A. C. MICHAEL.

DEATH FROM THE AIR: DAMAGE AT ANTWERP BY ZEPPELIN BOMBS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND UNDERWOOD AND UNDERWOOD.



THE EFFECT OF A BOMB DROPPED FROM AN AIR-SHIP: WRECKAGE OF A BUILDING IN ANTWERP.



WHERE FIVE PEOPLE (INCLUDING A WOMAN) WERE KILLED ON THE SPOT: THE PLACE WHERE THE MOST FATAL OF THE BOMBS 'FELL'.



THE ONLY MILITARY BUILDING IN ANTWERP STRUCK BY A BOMB: THE DAMAGED ROOF.



WHERE A BOMB FELL INTO A STREET: DAMAGE IN A COBBLED ROADWAY.



AS THOUGH RIDDLED BY GUN-FIRE: THE WALL OF AN ANTWERP HOUSE.



WITH HOLES IN THE WALL BIGGER THAN A MAN'S HEAD: A HOUSE IN ANTWERP DAMAGED BY ONE OF THE BOMBS.

The bombs dropped into Antwerp by a Zeppelin air-ship on the night of August 24-25 killed seven people and wounded twenty others. Five people were killed on the spot in the Poids Public, a little square so named from the fact that the public weights and measures were formerly placed there. The inhabitants heard the noise of the air-ship's engines and the firing of guns, and some of them ran into the street, while others looked out of windows. Among those killed in the street were a woman, a young police officer who leaves a wife and seven children, two dock labourers, and an innkeeper.

Several women were among the injured. A bomb aimed at the Falcon barracks fell on the roof of a house in the Rue Belliard, destroying the roof and killing a man who was at a window. Other bombs, it is said, were aimed at the Royal Palace, where the Queen of the Belgians and her children were, the Bourse, the Palais de Justice, the Bank, and other public buildings; but, fortunately, none of these hit their mark, though a number of houses were damaged in various streets. Windows in the Hospital of St. Elizabeth were broken by a bomb that fell near it.

UNLICENSED WARFARE: A GERMAN DIRIGIBLE BOMB-DROPPER AT WORK.

DRAWN FROM MATERIAL SUPPLIED BY ARTHUR HEWETT, AN EYE-WITNESS.



PASSING THE FAMOUS CATHEDRAL AT ANTWERP: THE ZEPPELIN ON ITS DASTARDLY BOMB-DROPPING FLIGHT ON AUG. 25

Against all the laws of international warfare, a Zeppelin air-ship flew over the city of Antwerp on the night of August 24-25, for the purpose of dropping bombs on such centres as the Palais du Roi, the Palais de Justice, the Bourse, the Bank, and other public buildings. Luckily, this act of wanton vandalism was unsuccessful, no buildings of any importance being struck, but seven citizens were killed and twenty injured; whilst considerable damage was done to the roadway and to private buildings. In the little square which is called the Poids Public, the death-roll was greatest. The people heard the humming of the motor and the alarm of the guns: some rushed out to see what

was happening. As the Zeppelin passed above them it dropped a bomb, and five people were killed on the spot, including a woman; and several others were wounded. The citizens have now been instructed, if future raids take place, not to rush to the windows, but to the cellars, as not an atom of damage was done in any house at a level below the roadway. Continuing this unlicensed form of warfare, a German aviator in an aeroplane is reported to have dropped bombs from an aeroplane in the streets of Paris on Sunday, August 30, but fortunately no damage was done either to people or to public or private property.—[Drawing Copyrighted in the United States and Canada]

DREADED EVEN BY THE UHLAN: THE COSSACK.

DRAWN BY ARTHUR WATTS, WHO HAS JUST RETURNED FROM RUSSIA.



THE MOST FAMOUS AND THE MOST FEARED OF ALL RUSSIA'S SOLDIERS: A COSSACK—AKIN TO MANY ARRAYED AGAINST GERMANY

No portion of the Russian Army so appeals to popular imagination as do those famous semi-irregular horsemen, the Cossacks. They form a people by themselves, and pervade in colonies a large part of the Russian Empire, being mostly settled in the south-western provinces. The Cossacks can put in the field in war upwards of a thousand squadrons of cavalry, largely Lancers. They are ordinarily grouped in regiments of four or six squadrons each, the regiments varying in strength between 700 and 1100 men. Some seventy of the squadrons are kept as independent units. The Cossacks are liable to

service for life, and also provide their own horses and equipment. From nineteen, for two years they are trained at their homes. Then they serve for four years regimentally, passing next for another four years to "second category" regiments, the men of which are allowed to live at their homes. After that they form "third category" regiments, which come up for training three weeks a year. Five years in the reserve completes the Cossacks' regular military service unless a general levy in mass is ordered. Then all have to turn out, however old they are. —[Drawing Copyrighted in the United States and Canada.]



A COMMANDING OFFICER DURING THE FLEET'S "FORTUNATE AND FRUITFUL" ACTION AGAINST THE GERMANS IN THE
HELIGOLAND BIGHT: VICE-ADMIRAL SIR DAVID BEATTY, OF THE FIRST BATTLE-CRUISER SQUADRÓN.

Sir David Beatty, one of the most brilliant of our younger Admirals, attained flag-rank at the age of thirty-nine, in 1910. He served with distinction with the Nile gun-boats in 1898, and two years later in China. Later, he became Naval Secretary to the First Lord of the Admiralty.

FROM THE PAINTING BY PHILIP ALKIBUS LASZLO DE LOMBOS, M.V.O.

TO FIGHT SIDE BY SIDE WITH THE BRITISH IN FRANCE: INDIAN TROOPS.

PHOTOGRAPHS BY C.N., G.P.U., SPORT AND GENERAL.



1. A SEPOY OF THE INDIAN LINE.

4. A NON-COMMISSIONED OFFICER, 2ND LANCERS.

7. INDIAN LANCER.

2. A GROUP OF INDIAN OFFICERS.

5. OF THE KING'S "OWN" INDIAN REGIMENTS.

8. A LANCER REGIMENT PREPARING TO CHARGE.

3. AN OFFICER OF THE 18TH BENGAL LANCERS.

6. ONE OF THE 14TH LANCERS.

9. INDIAN LANCER.

On Friday, August 28, in the House of Lords, Lord Kitchener made the momentous announcement that "In addition to the reinforcements which will shortly proceed from this country, the Government have decided that our Army in France shall be increased by two divisions and a cavalry division, besides other troops from India. The first division of these troops is now on its way." At the same time the Marquess of Crewe said, "It has been deeply impressed upon us by what we have heard from India that the wonderful wave of enthusiasm and loyalty now passing over that country is to a great extent based

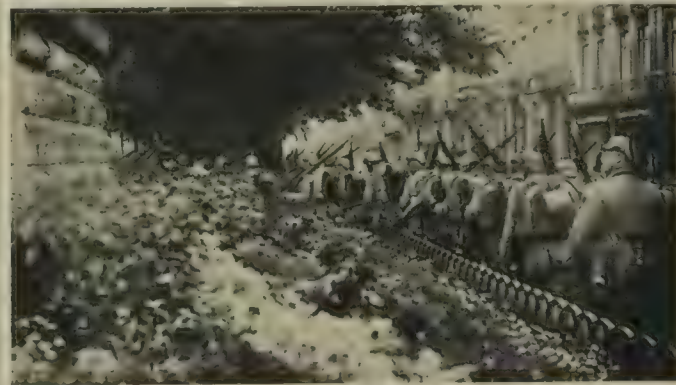
upon the desire of the Indian people that Indian soldiers should stand side by side with their comrades of the British Army in repelling the invasion of our friends' territory and the attack made upon Belgium. We shall find our Army there reinforced by soldiers, high-souled men of first-rate training and representing an ancient civilisation: and we feel certain that if they are called upon they will give the best possible account of themselves side by side with our British troops in encountering the enemy." The centre illustration on this page shows representatives of the King's "Own" Indian regiments.

BEARING THE MARKS OF GERMANY'S ARMED HAND:

PHOTOGRAPHS BY SPORT AND GENERAL.



IN THE GERMAN PARADE THROUGH THE STREETS OF BRUSSELS:
A COLUMN OF AMMUNITION-WAGONS.



IN THE GERMAN PARADE THROUGH THE STREETS OF BRUSSELS:
INFANTRY TAKING A SHORT CUT.



IN MALINES, WHICH WAS SHELLED BY THE GERMANS
SHOWING THE TOWER OF ST. ROMBOLD.



IN LOUVAIN, WANTONLY TREATED BY THE



IN LOUVAIN, WANTONLY TREATED BY THE GERMANS: A STREET,
SHOWING THE SCHOOL OF LEO XIII.



IN MALINES, WHICH WAS SHELLED BY THE GERMANS: SHOWING THE EFFECTS
OF A SHELL.

BRUSSELS, THE FALLEN CAPITAL; MALINES; AND LOUVAIN.

NEWSPAPER ILLUSTRATIONS, AND CENTRAL NEWS.



IN THE GERMAN PARADE THROUGH THE STREETS OF BRUSSELS:
CITIZENS WATCHING THE PROCESSION.



IN THE GERMAN PARADE THROUGH THE STREETS OF BRUSSELS:
ARTILLERY IN A MAIN STREET.



GERMANS. A GENERAL VIEW OF THE TOWN.



IN LOUVAIN, WANTONLY TREATED BY THE GERMANS
THE BEAUTIFUL HOTEL DE VILLE.



IN MALINES, WHICH WAS SHELLED BY THE GERMANS: SHOWING THE DAMAGE
TO PUBLIC BUILDINGS.



IN LOUVAIN, WANTONLY TREATED BY THE GERMANS: SHOWING THE CHURCH
OF ST. PIERRE.

The photographs we publish above illustrate several stages of the advance of the German Army through Belgium. Brussels, it will be remembered, capitulated without a shot being fired, and was sentenced to pay a fine of £8,000,000; whilst the German troops made a triumphal progress through the streets. The Burgomaster has since declared that he cannot pay the fine, and the German Military Governor has designated as hostages M. Ernest Solray, who has been described as the Belgian Carnegie, and

Baron Lambert Rothschild.—Louvain, one of the most noted old Flemish towns, containing buildings which are famous all the world over, was wantonly treated by the Germans, most of the houses being deliberately set on fire; but the historic Hôtel de Ville is stated to have been spared.—Malines suffered badly from shell-fire by the Germans, who first of all took it, were turned out by the Belgians after heavy street fighting, and then recaptured it.

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF
PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING, THE ARGONAUTS

SCIENCE JOTTINGS.

PIGEONS IN WAR.

THOUGH wireless telegraphy and aeroplanes may have lessened the importance of pigeons as despatch-bearers in times of war, they have by no means ousted them. Only a few days since, two pigeon-dealers, one of them a German, were arrested in London for having in their possession sixty "carrier and other pigeons" in contravention of the Aliens Restrictions Act; and about the same time a German spy was arrested in Belgium with pigeons in his possession under circumstances which left no room for doubt but that they were to be used to further his nefarious ends. He was found ostensibly fishing by the banks of the Meuse, and sitting on a basket. When asked what luck he had had, he replied, "None, the beggars won't bite." Just then, unfortunately for him, unmistakable sounds of "cooing" came from the basket. What happened to him may easily be imagined. The pigeons are said to have been "fairly tender"!

That these aerial messengers are still capable of rendering valuable service, chiefly between forts, is shown by the fact that in Germany there are about 300,000 of these "homing pigeons" belonging to various societies, and of this number about 8000 are reserved exclusively for Government use. French statistics show that something like 15,000 of these birds are kept well trained for military service.

During the Franco-German War of 1870-71 these pigeons played a very important part. At first they carried despatches reduced by photography to microscopic proportions on thin sheets of paper. Later, all matter, whether public despatches or letters, were printed in ordinary type transferred and reduced by micro-photography to thin films of collodion measuring about two inches by one. These were so light that thousands of despatches, weighing less than one gramme, could be carried by one pigeon. The films were rolled up and placed in a quill, which was then fastened lengthwise to one of the tail feathers. Arriving in Paris, the film was flattened out, and the printed matter was thrown on a screen by a lantern and copied. Later, sensitive paper replaced the screen, so that the labour of copying was saved. The cost of sending messages was high, as may be judged from the fact that the postal fees on a single despatch would often amount to more than £10,000. Each despatch was repeated, sometimes twenty or thirty times, till

acknowledged by balloon-post, which brought back the birds for another journey. The Germans spared no effort to frustrate these sources of information. Krupp made special guns to bring down the balloons, and the pigeons were harassed by trained falcons.

The term "carrier pigeons" for these birds is now a misnomer; for the "carrier" pigeon is a bird of a different type, distinguished by the enormous development of the "wattles" round the eyes and beak. The true "carrier" pigeon is now more

land, represented by several races, all of which, however, possess the "homing" instinct. These races, "Les Pigeons Voyageurs," are bred first and foremost for their powers of flight; colour and marking are of no account. Where these factors have been taken into consideration for the ends of the "show-bench," the flying qualities have invariably been lost. Some of the finest performers belong to the race known as "Smerles" or Liège pigeons. They are rather small, and look as though bred originally from a somewhat coarse "Blue Owl" and a "Blue-rock." The enthusiasm displayed by the Belgians for the sport of pigeon-flying is shown by the fact that now-a-days millions are annually sent over the French border to be raced back to Belgium. Nearly every village has its "Société Colombophile." The sport began in 1818 with a match of 600 miles. In 1823 the first race from London to Belgium was flown. The annual "Concours National"—a race of 500 miles, from Toulouse to Brussels—was inaugurated in 1881, in which year the first races in Great Britain, from Exeter, Plymouth, and Penzance to London, took place.

The speed of the earlier birds averaged 1250 yards a minute, but to-day this has been increased to 1836 yards a minute. The speed, of course, depends much on the state of the weather. In a race between Montargis and Brussels, in 1876, in bright, clear weather, all the prize-winners made the journey of 270 miles in three hours and a quarter. Over the same course in 1877 in thick, stormy weather, thirty hours elapsed before the first bird arrived.

That the homing pigeon possesses an extraordinarily acute sense of direction, there can be no question. A case is on record of a bird bought in Brussels and brought over to this country, where it remained in close confinement for several months. Then, one fine day, it was liberated for exercise. It at once made off, and in a few hours was back in its loft in Brussels, having travelled over 400 miles of country which it had never seen before. As a rule, however, these birds are carefully trained, the initial stages beginning at the age of about four months. By the end of the first year a flight of one hundred miles can be successfully performed. But longer flights are performed only by fully matured birds of at least three years old. It is a mistake, however,

to suppose, as some do, that they will fly at night, or in a fog. They must always have a clear view. As to whether the memory or "instinct" is the guiding factor in these journeys, must be left to another occasion.

W. P. PYCRAFT.



THE PIGEON AS A MILITARY OBSERVER: HOW A CAMERA-CARRYING BIRD CAN BE OF VALUE IN WAR.

A miniature camera is in existence which can be attached to the body of a pigeon, carried by the bird to a considerable height above fortified and other positions, and used to photograph the positions. The possibilities of its use in war were recognised in Germany before the present conflict, and experiments made. To what extent the camera-pigeon has been employed by "alien enemies" in England is another matter. At any rate, aliens in this country are now prohibited by law from owning carrier-pigeons, and all carrier-pigeons flying near the coast are shot by police-watchers. The camera is, of course, automatic in its action, and takes photographs at regular intervals. The apparatus is made in two forms, as a single camera and as a double camera.

correctly known as the homing-pigeon, homer, or Antwerp carrier. The latter name indicates the origin of the breed; for the Belgians are without rivals for their admiration for this bird and their skill in training it. The homer is, even in his native

BEFORE AND AFTER ACTION: SIEGE PREPARATIONS; AND A FUNERAL.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, SPORT AND GENERAL, L.N.A., AND ILLUSTRATIONS BUREAU.



1. PARIS PREPARING FOR A POSSIBLE SIEGE: THE FAMOUS RACECOURSE AT LONGCHAMPS USED FOR STOCKING FODDER.
2. READY FOR A POSSIBLE SIEGE OF PARIS: CATTLE GRAZING AT LONGCHAMPS; AND THE FORT ON MONT VALÉRIEN IN THE DISTANCE.
3. PREPARING FOR A POSSIBLE GERMAN ADVANCE ON ANTWERP: BUILDINGS AT WILLEBROECK DESTROYED TO MAKE WAY FOR GUN-FIRE.
4. ANTWERP PREPARING FOR A POSSIBLE SIEGE: THOUSANDS OF SACKS OF WHEAT STORED IN A RAILWAY STATION.
5. IN READINESS FOR A GERMAN ATTACK ON ANTWERP: MANNING SAND-BAG DEFENCES ON THE WILLEBROECK CANAL.

While the German armies were gradually creeping nearer to Paris, and the French and British forces were contesting every inch of the ground, Paris was quietly making preparations for the possibility of a siege. The city remained calm and determined to resist to the end, though many men removed their families, so as not to hamper the measures of defence. By September 1 all was ready for the departure, if necessary, of the Government and the Embassies. Preparations were also made at Antwerp for standing

6. THE PRICE OF VICTORY: THE FUNERAL OF ELEVEN BRITISH SEAMEN KILLED IN THE NAVAL ACTION OFF HELIGOLAND.

a siege, and in the surrounding districts for resisting any German advance on the city. Willebroeck, where one of our photographs was taken, is a few miles from Antwerp, and near Malines. It gives its name to the Willebroeck Canal, a waterway designed to connect Brussels with the river Rupel. A company was formed in 1895 to enlarge it, and when it is completed Brussels will be in direct communication with British ports for vessels of moderate burden.

THE GREAT WAR: PLACES AND PERSONALITIES: GERMAN CRUISERS SUNK; AND WOUNDED BRITISH SOLDIERS.

PHOTOGRAPHS BY TOPICAL, C.N., G.P.U., BARRETT, HEATH, KATE PRAGGELL, FARRINGTON PHOTO CO., ABRAHAM, RENARD.



GERMANY'S "GREAT HAIL" IN EAST AFRICA: THE ASSISTANT COLLECTOR'S HOUSE AT TOVAIA, A LITTLE FRONTIER STATION RECENTLY OCCUPIED BY THE ENEMY.



ENLISTED AS A PRIVATE: GENERAL BOTHA'S SON, JOHNNIE.



TO COMMAND A ZEPPELIN: COUNT ZEPPELIN, WHO HAS VOLUNTEERED.



MILITARY SECRETARY TO LORD KITCHENER: SIR ALFRED COWENTON.



KILLED IN THE HELIGOLAND SEA-FIGHT: LIEUTENANT WESTPHALE.



THE CHIEF PORT IN GERMAN SAMOA REID BY A NEW ZEALAND FORCE: APIA, FROM MELBURN.



BY ORDER OF THE KING: OUTSIDE BUCKINGHAM PALACE IN FULL WAR-KIT.



ONE OF THE FIVE GERMAN SHIPS THAT WERE SUNK IN THE NAVAL ACTION OFF HELIGOLAND: THE GERMAN CRUISER "ARMADALE."



BLOWN UP BY RUSSIAN GUN-FIRE AFTER RUNNING ASHORE IN THE GULF OF FINLAND: THE GERMAN CRUISER "MACKEBURG."



WOUNDED FOUR TIMES WHILE DRIVING BRITISH STAFF OFFICERS ABOUT THE BATTLEFIELD: A CHAUFFEUR.



HOME TO A STATION NAMED AFTER A GREAT BATTLE: WOUNDED BRITISH SOLDIERS LEAVING AFTER ARRIVAL AT WATERLOO.



OF THE REGIMENT WHICH GREATLY DISTINGUISHED ITSELF IN ACTION.



MEM OF THE ROYAL SCOTS GREYS (NOW DRAGOONS) IN THE FIELD.



FROM THE FRONT TO WATERLOO: BRITISH SOLDIERS, WOUNDED BUT CHEERFUL, ARRIVING IN LONDON.

Most of the photographs here given explain themselves, but in some cases a few words of explanation may be given. Tovaia, a small frontier station in British East Africa, was recently reported as occupied by a German force. When our photograph was taken, the Assistant Collector's house was the only one in the place.—General Botha's son, who is seventeen and recently left school, has enlisted as a private for active service. He did so without first obtaining his parents' consent, but it is said they have made no objection.—Count Zeppelin, who is seventy-six, recently volunteered for the war, and it was said that he would command one of the German airships of his own invention that bear his name.—"What the Kaiser Wilhelm der Grosse" held up the Union Castle liner "Gulistan," she took as prisoners Lieutenant Deane and Gunner C. Shearman, who were on board as passengers.

Soon afterwards, the "Kaiser Wilhelm der Grosse" was caught and sunk by H.M.S. "Highflyer." The survivors were landed before the armed liner sank, but it was not stated whether the two Englishmen were among them.—Lieutenant-Commander Nigel K. W. Bartlett, who was killed in the sea-fight off Heligoland, was in command of the destroyer "Liberty." Lieutenant Eric W. Westmacott was on board the cruiser "Armadale."—The port of Apia, in German Samoa, surrendered on August 29 to an expeditionary force sent by the Government of New Zealand.—The Emperor of Russia, who is Colonel-in-Chief of the Scots Greys, recently sent them a message of greeting and good wishes. It will be remembered that the Scots Greys and the 12th Lancers greatly distinguished themselves in a cavalry action against the Germans.

SIEGE-GUNS AND THEIR POWER: HUGE WEAPONS USED

PHOTOGRAPHS BY TOPICAL, RECORD PRESS,

AGAINST FORTIFIED POSITIONS AND FORCES IN THE FIELD.

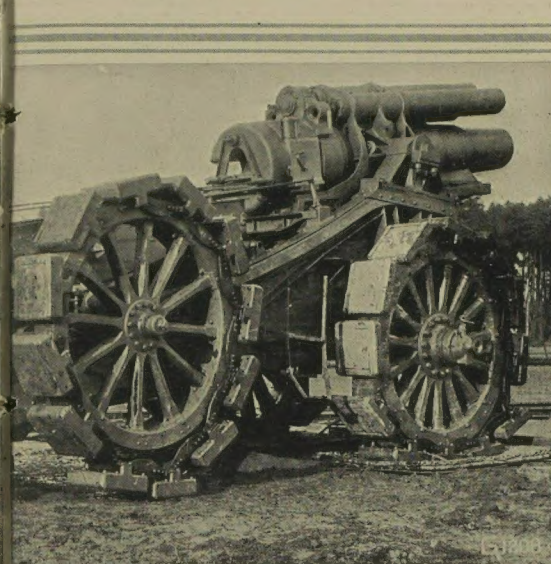
NEWSPAPER ILLUSTRATIONS, AND L.N.A.



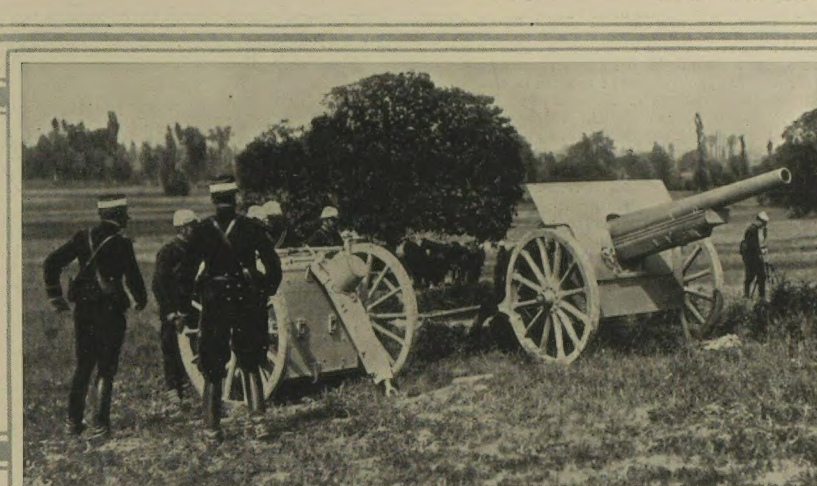
OF THE ARTILLERY CONSIDERED THE BEST IN THE WORLD: ONE OF THE NEW FRENCH SIEGE-GUNS.



AS USED BY THE GERMANS AGAINST BELGIAN AND FRENCH FORTS.



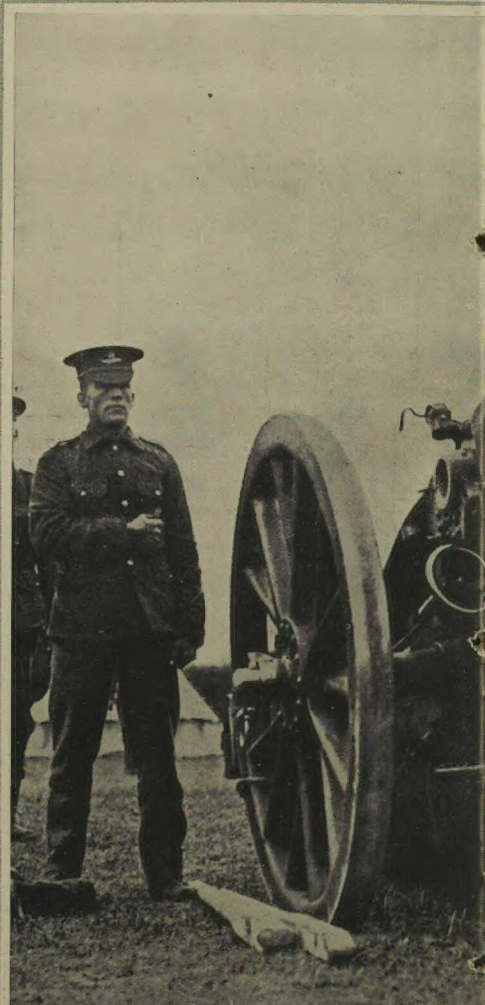
A 21-CENTIMETRE SIEGE-MORTAR—WITH "CATERPILLAR" WHEELS.



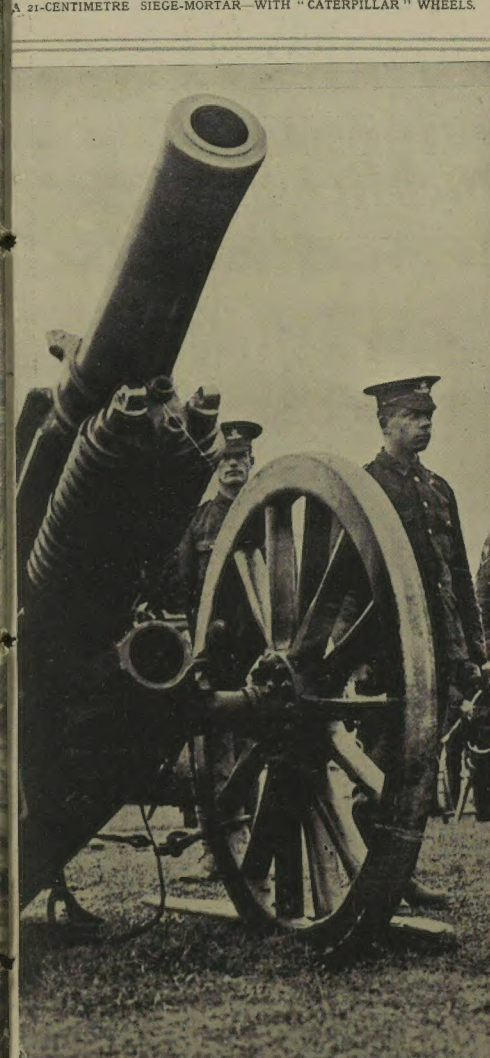
SHOWING A RANGE-FINDER, JUST UNDER THE GUN, OBTAINING THE RANGE: A FRENCH SIEGE-GUN IN ACTION.



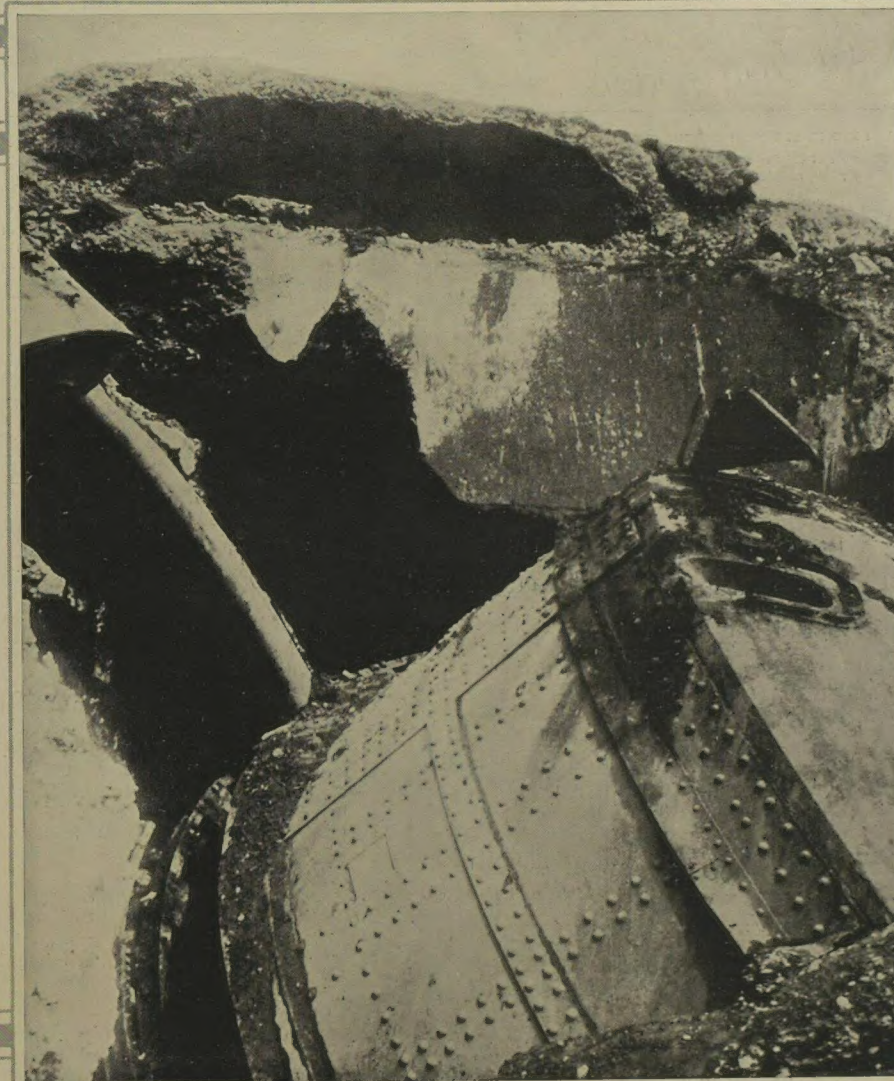
DESTROYED BY GERMAN SIEGE-GUNS: FORT FLÉROM, NEAR LIÈGE, AFTER THE BOMBARDMENT.



A FORMIDABLE PIECE OF BRITISH



HEAVY ARTILLERY: A SIEGE-HOWITZER.



DESTROYED BY GERMAN SIEGE-GUNS: THE ARMoured DOME OF THE PONTINE FORT, NEAR LIÈGE.

In a great war such as is being waged at present in Europe, when many fortresses and fortified cities have to be assailed, heavy artillery naturally plays a most important part. The French artillery has the reputation of being the best in the world, and there have been many statements since the war began that, in various actions, the French guns have been better served than the German. When the Germans attacked the forts at Liège, it was said that their guns were too light for the purpose, and it was not until they had brought up heavy siege artillery that they were able to reduce some of the forts. As two of our photographs show, these big guns wrought great havoc in the strongly armoured dome of Fort Pontine, and also at Fort

Flérom. Siege-guns are massive pieces which follow an army until they are required for reducing a fortress or strongly held fortified position. They are also employed on occasion against bodies of the enemy's troops, and for clearing away strong natural or artificial obstacles which could not be dealt with properly by field artillery. In normal times, a German siege-train is kept "parked" at the principal fortresses. The German guns are all made by Messrs. Krupp at Essen. The siege-mortar shown above (Photograph No. 2) is said to have been used against the cupola forts at Liège. It is shown mounted on its travelling-carriage with "caterpillar" clamped wheels for traversing swampy ground or climbing hills. It has an effective range of over seven miles.

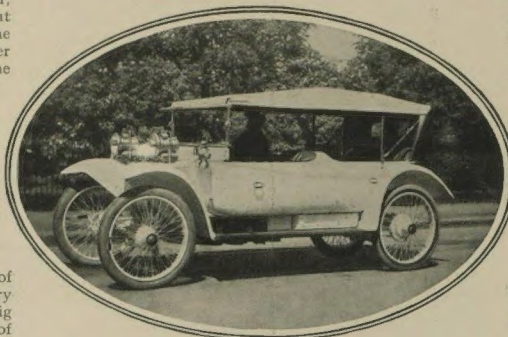
THE CHRONICLE OF THE CAR.

The Petrol Supply. I am pleased to say that I am able to give some reassuring facts with regard to the supply of petrol for general use. While it is, of course, out of the question to be able to guarantee the continuity of supply for the whole duration of the war, there is at least no present necessity for us to worry about it. I am assured on the very highest authority that the stocks of motor-spirit at the present moment are larger than they have ever been. All the requirements of the Services have been filled; every private order has been met, save the current business of the immediate day, and yet, as I have said, there still remain ample stocks in hand. The ocean routes remain open to trade, and so far no casualties are reported to oil-vessels at the hands of the enemy's marauding cruisers in the Atlantic. Gradually, too, the foolish people who early laid in large stocks, and thus locked up valuable supplies of cans, are beginning to see the error of their ways, and these vitally necessary receptacles are coming back into circulation. With regard to this last, it may be remarked that the companies as a rule carry a fifty per cent. margin stock of cans, which is fully sufficient to carry them over any ordinary emergency; but when, as a high official of one of the big companies pointed out to me the other day, two-thirds of the available stock disappear from circulation, disorganisation is bound to ensue.

I am absolutely satisfied, as a result of close personal investigation, that the facts are as I have stated, and, this being so, I would appeal to every reader of this column to

vital question of fuel-supply to which I should like to refer in passing. In many parts of the country dealers have sought to make inordinate profits out of the situation brought about by the war. I know personally of cases where anything from ten to even twenty shillings per can has been demanded and paid for petrol. Those motorists

course, will be able to exhibit as in past years, and the same applies to the American contingent. The Continental houses, however, are in far different case. Of course, nothing from Germany or Austria will figure there, and that alone will mean the disappearance of several famous makes, such as Adler, Mercédès, Austro-Daimler, Benz, N.A.G., Stoeber and several others. Of the Belgians, possibly Minerva and Excelsior might appear, but no others; while it is scarcely likely that France would be able to contribute much, because of the almost entire stoppage of her motor factories, due to the calling of their workmen to the colours.



FOR THE GOVERNOR-GENERAL OF AUSTRALIA:
A LANCHESTER TOURING CAR.

Our illustration shows a 25-h.p. four-cylinder Colonial Model car which has been built for Sir R. Munro-Ferguson, Governor-General of Australia.

who have paid anything above the current market rates as fixed by the oil companies should demand the return of the excess. If the dealers who have thus victimised them decline to refund, the oil companies will be grateful to receive particulars of the overcharge, and will themselves take such action as will ensure the refund of excess payments.

The Olympia Show.

It is a good sign that the motor trade has not abandoned its intention of holding the Olympia Motor Show. Of course, it is much too early yet to say definitely that the Show will be held. The military authorities are still in possession of Olympia, and may find it necessary to retain it, though there is no doubt that if it is at all possible to fit things in with the requirements of the State they will give it up in the interests of the country's business. The most that can be said is that the trade is in favour

of carrying on with the Show and of holding it on its appointed date. If it is held at all, I am afraid it will be but a shadow of its former self. The British firms, of

Dunlops and the War.

I have received the following letter from the Dunlop Rubber Company, which speaks for itself—

"Referring to a statement which is being industriously circulated relating to the 'possibility of a scarcity of tyres,' we, as the largest tyre-manufacturers in the Empire, are in a position to say positively that there is no danger whatever of a shortage in the supply of tyres. We have already stated that we can instantly meet any demand likely to be made upon us, and we have done this after taking into full consideration the situation created by the stoppage of supplies from Continental European sources. We have also announced that there has been no alteration of our prices, and no stoppage of credit. We should feel obliged if you would publish the above facts so as to reassure the public. We think it will be agreed that the suggestion which has also been made in this connection, that owners of motor vehicles and cycles should curtail the use of their vehicles, is an untimely and mischievous one, tending to promote unemployment and to injure the rubber, motor, cycle, and cotton industries by reducing the



A COMPACT CAR FOR RED CROSS WORK: A CLEMENT-TALBOT AMBULANCE.

Our illustration shows one of the fine 20-30-h.p. Clement-Talbot cars with an ambulance body.

return at once into circulation any cans he may have in store over and above those needed for present requirements. There is just one more point in connection with this

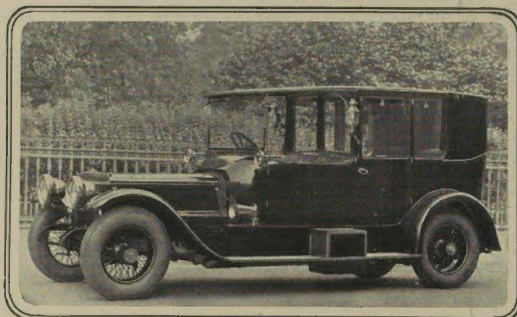


Photo. Wakefield.

A NEW CAR FOR THE QUEEN OF SPAIN: A HANDSOME DAIMLER.

The car has been built for the Queen of Spain. The fine limousine body was constructed by Messrs. Mann, Egerton, and Co., of Norwich.

demand for these goods, which, as a matter of fact, can be produced in practically unlimited quantities in this country by British workpeople." W. WHITTALL.

Notice to the Public.

MESSRS. Benger's Food Ltd. have made no advance in the price of Benger's Food, and have none in contemplation.

The demand for Hospital and Medical Use is already increasing.

The Public will find their ordinary requirements forthcoming, and will assist the Company if usual purchases only are made.

Any difficulty in obtaining supplies at the usual prices should be at once reported to the Company.



Sole Proprietors and Manufacturers:
BENGER'S FOOD Ltd., Otter Works, MANCHESTER, England.

Performances by BRITISH-MADE

DUNLOP tyres

in the great races of the year can be explained only by a wonderful property of resistance to wear. The lesson they convey is that Dunlop tyres will give exceptional length of service in every-day motoring, and that the safest choice is always the Dunlop.

The new and improved Dunlop steel-studded tyre—a great advance in non-skid tyre construction—is giving everywhere extraordinarily good service.

IN TIME OF WAR

Dunlop tyres—grooved, steel-studded, and plain—can be obtained with the same facility as before the war, through the usual agents. By buying British-made goods you help to support the industries and workpeople of your own country.

THE DUNLOP RUBBER CO., LTD., FOUNDERS OF THE PNEUMATIC TYRE INDUSTRY,

Aston Cross, Birmingham; 14, Regent Street, London, S.W.
Paris: 4, Rue du Colonel Moll.

DUNLOP SOLID TYRES FOR HEAVY COMMERCIAL VEHICLES.

THE EVER-POPULAR HOUSEHOLD REMEDY

Which has now borne the Stamp of Public approval for

OVER FORTY YEARS.

ENO'S 'FRUIT SALT,'

PLEASANT TO TAKE, REFRESHING AND INVIGORATING.

There is no simpler, safer, or more agreeable aperient which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality.

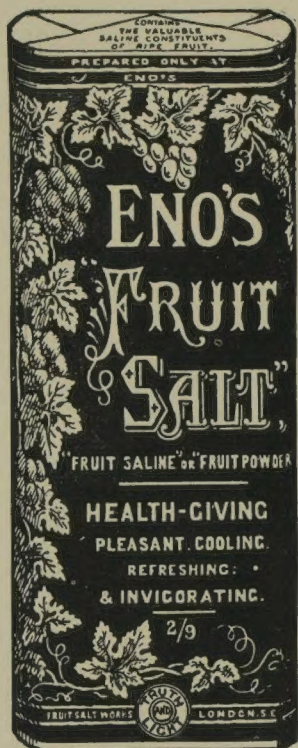
IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking, Thirst, Giddiness, Rheumatic or Gouty Poison, Feverish Cold with High Temperature and Quick Pulse, and Feverish Conditions generally. It is everything you could wish as a Simple and Natural Health-giving Agent.

Gentle and safe in its action, it does not cause griping or weakness. Always keep it in the house or in your travelling-bag in readiness for emergencies.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.

SOLD BY CHEMISTS AND STORES EVERYWHERE.



"A good digestion"

—an excellent wish, which may be realised by taking the "Allenburys" Diet.

It affords an ideal food for those of weakened or temporarily impaired digestion.

It is prepared from rich milk and whole wheat—the two vital food elements, combined in a partially predigested form.

MADE IN A MINUTE—
Add boiling water only

Large sample will be sent for 3d. stamps.

'Allenburys'
DIET

Of Chemists 1/6 & 3/- per tin.

Allen & Hanburys Ltd., Lombard St., London, E.C.

The Claims of CHOCOLATE

Chocolate, though sometimes regarded merely as a sweetmeat, is, in fact, a food possessing highly nourishing and sustaining properties. It is thus a very useful preparation for all those who have to endure bodily or mental fatigue, and whose powers of endurance are put to a severe test.

SAVORY & MOORE'S MILK CHOCOLATE

is made by a special process from the best materials obtainable. It combines excellent flavour with high nutritive value, and, being freed from the coarser ingredients and gritty particles, is perfectly easy of digestion. Containing the essential elements of food—Protein, Carbohydrate and Fat—it is perhaps the most convenient and agreeable form of highly concentrated nourishment obtainable. Chocolate in this form is an excellent substitute for an ordinary meal, and has the great advantage of being very easily carried.

Savory and Moore's Milk Chocolate is a

WHOLLY BRITISH PRODUCT

made in their own factory at Buckingham with the latest scientific appliances and under perfectly hygienic conditions.

Packets 2/6, 1/-, 6d. and 3d., of all Chemists.

SAVORY & MOORE, Ltd., Chemists to THE KING, 143, New Bond Street, London.

LOTUS

EVERY man getting together or replenishing his outfit will find the Lotus boots, Nos. 458, 358, 658, and 664, admirably suited for campaigning. Stout, serviceable, and comfortable, these boots cannot be bettered for hard wear and long marches. They are extremely convenient to procure, being in the regular Lotus range, and obtainable, therefore, from agents in all towns. Should any particular size be out of stock, twenty-four hours will bring it from the factory.

For Officers



458—24/-

Letters: Lotus Shoe Makers, Stafford

WILLS AND BEQUESTS.

THE will (dated Feb. 14, 1912) of VICE ADMIRAL FREDERICK ST. GEORGE RICH, of The Woodlands, Chiddingfold, Surrey, who died on May 22, is proved, the value of the property being £49,848. He gives his town house, and £300 to his wife; the Woodlands and furniture to his brother Howard; £1000 each to his nephews George Bayard Hynes, William Bayard Hynes, and Cyril Sherston Rich; £100 each to his three sisters; £100 each to the executors and two godsons; and the residue in trust for his wife for life, and then for his brother Howard.

The will of MRS. EDITH ELIZA AMES-LYDE, of Thornham, Norfolk, widow of Captain Lionel N. F. Ames-Lyde, Grenadier Guards, who died on March 24, is proved by Hugh Flower and Elidyr J. B. Herbert, the value of the estate being £70,617. The testatrix gives the ironworks and other property at Thornham and £400 per annum, to her brother-in-law Victor Charles Ames; £300 to her maid; and the residue in trust for her uncle, Captain Charles W. Archdale, for life and then in trust for his daughter Margaret.

The will of LIEUTENANT-GENERAL ALBERT JOSEPH HOWES, of Silverdale, Wilton Road, Bexhill, who died on July 23, is proved by Arthur Burnaby Howes, the value of the property being £29,469. Testator gives £200 to the executor; £100 each to ten nephews and nieces; certain property to the two children of his brother Edmund John Howes; £50 to his gardener Alfred Roffey; and the residue to his sisters Emmeline and Amy Louise Howes.

The following important wills have been proved—
Mr. Joseph Letiere Petit, Highcliffe, Handsworth, Staffs. £192,641
Mr. John Horsley Palmer, Broomhill, Witley, Surrey £118,365
Mrs. Lizzie Slessor, Strathorew, Balfron £75,535
Mr. Richard Hanan Thompson, Fairlight, Chislehurst £67,375
Mrs. May Cohen, The Priory, St. Michaels Hamlet, Liverpool £45,377

Those who want to get a rest from the stress of London in war-time will find that sunny Bournemouth is pursuing its normal course, all the usual amusements being continued in the usual way. The piers are open daily, with concerts and bands, the steamboats are running, and motors and coaches run to the New Forest. The theatre, Hippodrome, and picture theatres are attracting good houses, and the Gardens Pavilion under the direction of the Town Council is doing well. Here the Municipal Orchestra, under Mr. Dan Godfrey, attracts crowded audiences.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Mulford Lane, Strand, W.C.

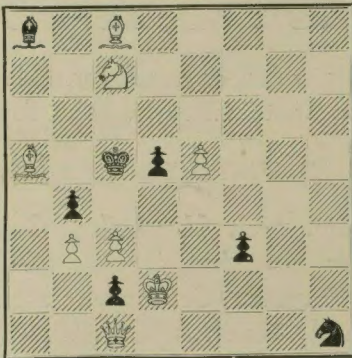
CORRECT SOLUTION OF PROBLEM No. 3659 received from C A M (Penang); of No. 3661 from K Tidmarsh (Vernon, B.C.); of No. 3662 from Henry A Seller (Denver); J B Camara, Bela Kurz (Budapest); and W S McLay (Toronto); of No. 3663 from J B Camara; of No. 3664 from Blair H C-chrane (Harting), Jacob Verrall (Rodmell), W Dittlof Tjessens (Holland), and W Lillie (Marple); of No. 3665 from Julia Short (Exeter), Blair H Cochrane, E F Stephenson (Llandudno), and Captain J A Challice (Great Yarmouth).

CORRECT SOLUTIONS OF PROBLEM No. 3666 received from J Smart, H S Brandreth (Weybridge), R Worters (Canterbury), J Fowler, W H Silk (Birmingham), Captain J A Challice, H Grasett Baldwin, and A W Vernon (Brighton).

SOLUTION OF PROBLEM No. 3665.—BY A. M. SPARKE.

WHITE BLACK
1. Q to Kt 6th Any move.
2. Mates accordingly.

PROBLEM No. 3668.—BY G. STILLINGFLEET JOHNSON.
BLACK.



WHITE.

White to play, and mate in three moves.

The annual meeting of the British Chess Federation (held at Chester), like other gatherings, was shorn of its glory by the war, and a reduced list of competitors took part in the proceedings. The Championship Tournament resulted in a tie between Mr. Yates, the holder, and Mr. J. H. Blackburne—a very remarkable result, considering the handicap of age carried by the old English master. Mr. Shories won the Major Open Tourney—not, we think, for the first time.

It is some time since a collection of brilliancies and brevities appeared, so probably there was room for a newcomer, "Memorable Chess Games" (W. Moffatt, Stroud), although even now many of the games in the present selection are old favourites. In this case, the compiler has an educational purpose in view by leaving to the reader the task of finding where the error was committed that opened a path for the brilliancy, and providing an explanation by "solutions" at the end of the book. We have no great faith in any teaching save that of actual play over the board, but anyone can find a pleasant hour's amusement not only in playing over these games, but in answering, as well, the question asked.

The outbreak of war seems to have blown to pieces the Mannheim Tournament, no less than many other human undertakings. It is pitiful to think how, for some of the competitors, the mimic field of battle would be exchanged for the real one, and we can only hope all will be spared to fight their battles again over the board on a more auspicious occasion.

CHESS IN EUROPE.

Game played in an International Masters' Tournament between
Messrs. POST and FLAMBERG.

(Four Knights Game.)

WHITE (Mr. P.)	BLACK (Mr. F.)	WHITE (Mr. F.)	BLACK (Mr. F.)
1. P to K 4th	P to K 4th	15. P to Q B 4th	P to Q K 4th
2. Kt to K B 3rd	Kt to Q B 3rd	16. B to Kt 5th	P takes P
3. Kt to B 3rd	Kt to B 3rd		
4. B to Kt 5th	Kt to Q 5th		
5. B to B 4th	B to B 4th		
6. P to Q 3rd	P to Q 3rd		
7. Kt to Q R 4th	P to Q Kt 4th		
8. Kt takes Kt	P takes B		
9. Kt to K 2nd			
		17. B takes Kt	P takes B
		18. Q to Kt 4 (ch)	K to R sq
		19. Q to R 4th	Q to K 2nd
		20. Kt to R 5th	R to K Kt sq
		21. Kt takes P	R to Kt 2nd
		22. K to R K sq	B to B sq
		23. R to K 3rd	P to B 3rd
		24. R to K Kt 3rd	B to Q 2nd
		25. Q to R 6th	R (R sq) to K Kt sq
		26. Q takes P (ch)	Resigns.

Although he could have left Black with a double doubled Pawn, the next move is no doubt the sounder play.

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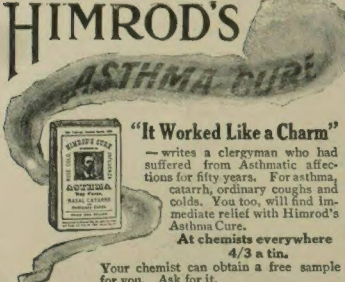
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